

2003 ITS/CVO DEPLOYMENT SHOWCASE KEYNOTE ADDRESS

Prepared For Presentation By FMCSA Acting Administrator Annette Sandberg

- It is a pleasure to be with you today and to welcome all of you to this showcase of safety technologies and Commercial Vehicle Information Systems and Networks (CVISN).
- Before I address some more substantive issues, let me give you some background on myself. I come to FMCSA with a wide range of experience in both the private and public sector. I developed a passion for highway safety through 17 years experience in law enforcement, supervisory and administrative roles with the Washington State Patrol.
- The last 6 of those years I had the pleasure to serve as Chief and participate in Washington State's initiative on CVISN.
- At all points in my career, I learned the value of networking and building partnerships. I've dealt with state legislatures, local governments, state governors, chiefs of police, trade associations and professional societies as well as businesses and related industries.
- I strongly support partnerships and I will promote the leveraging of partnerships beyond established relationships and traditional roles. In this regard, we have unlimited opportunities and that's where I want to take this agency.
- But, FMCSA is also integral part of the Department of Transportation Team and we are doing our part to support the leadership and vision of Secretary Mineta.
- We are working hard to uphold Secretary Mineta's core principles for a safer, simpler and smarter Federal transportation system-
 - safer, because greater emphasis is being placed on saving lives and reducing traffic crashes than ever before;
 - simpler, we are consolidating and streamlining programs and improving project delivery; and
 - smarter, the Department is focusing on system performance and enhancing program accountability.
- We have developed effective intermodal partnerships, and we will continue to actively create and seek future opportunities to achieve our motor carrier safety and security mission through expanded intermodal relationships.
- However, we will not lose sight of our need for your guidance and counsel and we will continue to seek it. We will also continue to rely on the feedback and input of those whom we serve.
- We turn to you-our customers, stakeholders and partners-to ensure that our continuing involvement in motor carrier safety research,
- Our investments in new and emerging safety technologies, and our focus on security measures to support and protect the mobility of this nation's goods and people moves the entire country in the right direction.
- Trucks and buses play a vital role in the economic life of America. The trucking industry alone generates \$372 billion in revenues annually and employs more than nine million people.

- And the bus industry, which is the backbone of this nation's tourism business, employs over 200,000 annually.
- Safety and security are critical to both industries but safety and security are fundamentally about people. And it is the protection of people that drives FMCSA's primary goal of improving motor carrier safety and enhancing commercial vehicle security on our nation's highways.
- To achieve this goal, we want to ensure that the motor carrier industry and the state agencies responsible for carrier enforcement have all the necessary safety and security tools to do their respective jobs.
- To us, safety means reducing crashes and fatalities, saving lives and protecting the transportation system from terrorist incidents. We take this responsibility very seriously.
- The 2003 Intelligent Transportation Systems/ Commercial Vehicle Operations Deployment Showcase highlights advanced technologies and information systems that are safer, simpler and smarter than ever before.
- The safety and security solutions they offer have been developed through collaborative efforts among the motor carrier industry, state agencies, local governments, private sector stakeholders and the Federal government.
- The FMCSA is proud to partner with the I-95 Corridor Coalition, the Kentucky Transportation Cabinet and the Washington Department of Transportation in co-sponsoring the ITS/CVO Deployment Showcase.
- Now let me turn for a moment to some items of interest to you.
- FMCSA was established in January 2000 and the intervening three years have produced significant accomplishments as well as major challenges. I am very proud of the agency's accomplishments in its formative years.
- Reauthorization provides us with the greatest opportunity to focus on the core safety and security mission of the agency. It also allows us to establish the requisite administrative structure that generates better performance and improved oversight of our mission.
- It also gives us the necessary resources to strengthen our relationships with intermodal agencies, State partners and private stakeholders.
- At the very core of our mission is the need to develop a comprehensive program to produce innovative advances in motor carrier, driver and passenger safety through an enhanced research and technology capability and to transfer those results to potential users.
- To this end, the Office of Research and Technology has developed a new research process that will focus on results and build a portfolio of all FMCSA studies.
- The goals of the new FMCSA research process are threefold: (1) to develop an agency-wide program for prioritizing, budgeting and managing FMCSA studies;(2) to provide an avenue for us to better collaborate with our stakeholders through stakeholder forums; (3) and, to allow us to harmonize our budgets and performance.

- The centerpiece of the new research process is the establishment of a Research Executive Board that will provide a management-level, cross-organizational forum that reviews proposed studies based on technical and investment analysis, contribution to the FMCSA mission, and ability to meet the priorities of the Research Portfolio.
- Like research, technology can have a significant, far-reaching impact on safety downstream and the FMCSA Technology Division focuses on four primary technology program areas: Commercial Vehicle Information Systems and Networks (CVISN); Intelligent Vehicle Initiative (IVI) Commercial Vehicle Platform; Driver, Vehicle and Roadside Strategies (DVRs) for 2010; and Security.
- The primary purpose of the IVI program is to prevent crashes through the use of vehicle-based, driver-assisted technologies. FMCSA manages the commercial vehicle part of the IVI program through an intermodal agreement with NHTSA. You will hear more about the activities in this area during the Showcase.
- The Field Operational Test (FOT) of a Rollover Advisor and Controller system was recently completed with positive results. In fact, one of our partners in the FOT, Praxair, was so pleased with the results of the system that they ordered 200 of the units for their fleet.
- The Technology Division is also conducting a series of other ongoing studies related to this program area, again in partnership with NHTSA as well as with various other industry and trade manufacturing organizations.
- In particular, a "Collision Warning and Adaptive Cruise Control" Field Operational Test that is being performed in conjunction with Volvo and USXpress, as well as a series of tests on "Lane Departure Warning," "Trucker Advisory," and "Automatic Collision Notification" with Mack Trucks and McKenzie Tank are on-going.
- Over the next couple of years, the IVI program area will include the development of deployment plans for rollover, collision warning, and run-off-the-road systems; requirements for a crash data recorder in partnership with NHTSA and the Truck Manufacturers Association; and additional Field Tests on "Electronically Controlled Brake," "Drowsy Driver Monitoring," and "Rear Warning Systems."
- The Driver, Vehicle, and Roadside Strategies for 2010 is the first pilot program under the new FMCSA research process. Its purpose is to identify other program areas and projects that can best increase safety and it is funded through an intermodal partnership between Motor Carriers Research and Technology office and the ITS/Joint Program Office (ITS/JPO).
- The newest Technology Division program area is Security and we are currently providing technical support to a series of ongoing studies. These include a "Bus Risk Assessment" where we are working with the Federal Transit Administration through an intermodal agreement to identify existing training opportunities to help quantify the risks associated with a potential attack on our nation's bus lines.
- In close coordination with the Transportation Security Administration we are working on a "Hazardous Materials (HM) Risk Security Risk Assessment" and an HM Security Field Test.
- As I mentioned earlier, the Technology Division manages the Commercial Vehicle Information Systems and Networks (CVISN) deployment program. It provides a platform for Federal and state agencies to work with the motor carrier industry to develop and deploy integrated, cost-effective information systems for safety, credentialing, and electronic roadside screening.

- CVISN deployment is an integral part of State approaches to implementing E-Government initiatives that are part of the President's Management Agenda. States are automating their administrative processes for interstate motor carriers to apply for, review and pay registration fees and returns on fuel taxes with state agencies.
- We have worked aggressively with all states to provide them the tools, and where available, the federal resources to implement CVISN core capabilities. As a result of the strong partnership built among a variety of federal and state government agencies, the motor carrier industry, and the private sector, all states have completed ITS/CVO training courses. Forty-five states have developed their ITS/CVO Business Plans, and the remaining six states should complete their plans during FY 2003.
- Thirty-four states have completed CVISN program plans while an additional seven states are finalizing their plans. These plans provide the framework for a state to deploy the core capabilities of CVISN. We look forward to working with the remaining states to complete the CVISN Deployment Workshop process and to develop their program plans.
- As we look to the future, we will continue to build on the successes we have achieved with CVISN. We believe that the deployment of CVISN core capabilities must occur in all states to fully realize the safety and security benefits associated with electronic government services.
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- We realize that not all of states have adequate resources to complete deployment of CVISN core capabilities. Only nine have received full Federal funding to complete CVISN deployment.
- We are working hard to obtain the necessary funding to move this program forward in all states. Reauthorization offers us the unique opportunity to set our course for the future and CVISN is a key component of that future.
- FMCSA recently completed its review of selected E-screening requirements associated with deploying CVISN core capabilities. The requirements focus on States providing carrier, vehicle, and transponder information to other jurisdictions and/or E-screening programs when a carrier requests it.
- Our Administration has decided to keep the selected requirements as part of the definition for Level 1 deployment but allow States to request a waiver if they are unable to meet them. This decision was coordinated with FMCSA Field Management and was endorsed by the ITS Joint Program Office. This subject will be further addressed during the CVISN Program Managers meeting that is scheduled later this week.
- We believe that E-screening is a key requirement for CVISN deployment and remains strongly committed to achieving the goal of interoperability. We appreciate the commitment that all States, HELP, Inc., and NORPASS have demonstrated in support of CVISN deployment
- I personally look forward to working with the States, the motor carrier industry, HELP, Inc., NORPASS, and the private sector to resolve any differences that hinder our ability to move forward toward achieving full business interoperability in the area of E-screening.
- In closing, I will briefly comment on how we see existing programs within the Technology Division will expand in the future and thus provide opportunities for expanding and leveraging existing partnerships.
- Intelligent Vehicle Initiatives will focus more on the area of human factors, especially as technologies continue to be integrated and eventually deployed.

- The nationwide deployment of the CVISN program's core capabilities will be completed and the capabilities of the system will be expanded, paralleling the goals of ITS America's 10-plan that is geared towards providing safety and security benefits across the nation's entire roadside system.
- The Driver Vehicle Roadside Strategies 2010 program will continue to focus on both the commercial motor vehicle and automobile driver and the evolution of the technology that results from this program will be developed into a "smart roadside" capability.
- The future of our Security program area will depend on everyone here to think in terms of a comprehensive risk assessment in conjunction with technology being tested both within and across the various modes that can eventually be deployed.
- Finally, as you listen to other speakers throughout the Showcase program, think about how you and/or your organization can work with us to help achieve our safety and security goals. Ask questions. Get involved.
- And keep in mind, we need to move forward together because success depends on our combined, unrelenting focus, experience and resources to meet our challenges and accomplish our mutual safety and security goals. Thank you.